

LISTING OF THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1-17. (cancelled)

18. (previously presented) A drive train system comprising:

· a driving engine;

a cooling system for cooling the driving engine, wherein the cooling system comprises a coolant circuit, a cooling device and a fan in thermal communication with the cooling device, wherein the fan is powered by the driving engine;

a clutch operably connected to the driving engine and the fan, wherein the controllable clutch is a hydrodynamic clutch comprising a primary wheel and a secondary wheel which define a working chamber;

a working fluid supply system in fluid communication with the working chamber for supplying a working fluid thereto; and

a clutch controller for controlling the hydrodynamic clutch, wherein the working fluid supply system comprises a circuit that is coupled to the working chamber and has a filling controller for controlling a filling ratio in the working chamber, and wherein the circuit is a closed circuit having a pressure-tight seal with a pressure-tight closed working fluid reservoir and the filling controller applies a static superimposed pressure on the working fluid in the working fluid reservoir.

19. (previously presented) The drive train system of claim 20, further comprising: a regulating device having registering devices coupled to the regulating device for monitoring at least one current operating parameter of the driving engine, an operating state of the drive train system or a temperature in the coolant circuit, wherein the regulating device is connected to an adjusting device of the clutch for adjusting transmittable torque.

20. (previously presented) A drive train system comprising:

- a driving engine;

- a cooling system for cooling the driving engine, wherein the cooling system comprises a coolant circuit, a cooling device and a fan in thermal communication with the cooling device, wherein the fan is powered by the driving engine;

- a controllable clutch operably connected to the driving engine and the fan, wherein the controllable clutch is a hydrodynamic clutch comprising a primary wheel and a secondary wheel which define a working chamber;

- a working fluid supply system in fluid communication with the working chamber for supplying a working fluid thereto; and

- a clutch controller for controlling the hydrodynamic clutch, wherein the working fluid supply system is defined at least in part by the cooling system, wherein the hydrodynamic clutch is downstream of a first circulating pump of the cooling system, wherein the hydrodynamic clutch is positioned along a bypass to the coolant circuit, and wherein the coolant circuit further comprises a valve device for adjusting the clutch and controlling flow of working fluid into the working chamber of the hydrodynamic clutch.

21. (previously presented) The drive train system of claim 20, wherein the valve device is positioned along the bypass.

22. (previously presented) The drive train system of claim 20, wherein the valve device is a proportional valve.

23. (previously presented) The drive train system of claim 20, further comprising:

a second circulating pump in the cooling circuit upstream of the first circulating pump, wherein the second circulating pump is coupled between the driving engine and the clutch by a speed/torque converter, and wherein the second circulating pump is adjustable.

24. (previously presented) The drive train system of claim 23, wherein adjustability of the second circulating pump is controlled by a regulatable clutch that is in a driveline connection between the driving engine and the second circulating pump.

25. (previously presented) The drive train system of claim 24, wherein the regulatable clutch is a hydrodynamic clutch.

26. (previously presented) The drive train system of claim 20, wherein the working fluid supply system comprises a circuit that is coupled to the working chamber and has a filling controller for controlling a filling ratio in the working chamber.

27. (previously presented) The drive train system of claim 26, wherein the circuit is a closed circuit having a pressure-tight seal with a pressure-tight closed working fluid reservoir and the filling controller applies a static superimposed pressure on the working fluid in the working fluid reservoir.

28. through 33. (cancelled)